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Vol. III

Indianapolis, Indiana, November, 1943

No. 3

The Indiana Teamster

"Serving the Indiana Teamster Movement"

IVAN MORGAN CAUGHT WITH ROTTEN CATSUP

Teamsters Add Vigor to Scrap Drives Upstate

South Bend and LaPorte Workers Collect Over 250 Tons

By GEORGE B. CAMPBELL

SOUTH BEND, Ind.—Teamsters of South Bend and LaPorte hurled more than 500,000 pounds of scrap metal at the enemy last month.

Vitally aware of the great need for bolstering the nation's stockpiles of scrap metal, the Teamsters worked feverishly for many hours in collection campaigns conducted in the two cities. The outstanding success of the two drives was credited by all salvage leaders to the untiring efforts of the Teamsters who volunteered their services to assist in the war effort.

Biggs Is Praised

In South Bend, Walter E. Biggs, president of Local Union No. 364, was given special praise for having organized an armada of 199 trucks to conduct the collection. Approximately 600 Teamsters started work the morning of Sunday, October 17, and continued their labors until late that night.

Approximately 200 tons of scrap metal were collected in South Bend, the total being twice as large as had been expected by the most optimistic forecasters. Trucks used by the Teamsters were contributed by local firms, and Mr. Biggs expressed deep appreciation to the firms for their cooperation.

Dolph Is Hurt

Each truck and crew had a definite assignment and worked in a specific area until the job was done. The scrap, which was dumped at the yards of junk dealers, included just about everything from lawn mowers to kitchen sinks.

Charles Dolph, one of the newest members of Local No. 364, was the only person injured during the collection. He suffered a cut above his right eye, but after receiving treatment at Epworth Hospital, quickly returned to his work. He and all of the Teamsters were "right in there pitching all day."

In the LaPorte campaign, Wilbur Place, president, and Robert Summers, secretary-treasurer of Local Union No. 298, directed the work of Team-

(Continued on page 4)

Toth and Murrin Elected Members Of Truck Board

Steven Toth, secretary-treasurer of East Chicago Local Union No. 520, and Norman C. Murrin, president of Terre Haute Local Union No. 144, were elected at the recent meeting of the Indiana State Drivers' Council in Indianapolis as alternate members of the Regional Trucking Commission Board in Chicago.

Henry Berger of Chicago, who is labor's representative on the board, had asked the Drivers' Council to elect the two alternates. Both Mr. Toth and Mr. Murrin were elected without opposition. Mr. Toth is vice-president of the Drivers' Council.

ELECTRIC DRIVERS OF LOCAL NO. 716 GET WAGE BOOSTS

A large number of members of Indianapolis Local Union No. 716 have been granted pay increases of 10 cents per hour as a result of the approval by the War Labor Board of contracts between the local and four Indianapolis electric companies. Johnnie Baker, president of the local, has announced.

The four companies are the Sanborn Electric Company, the Farrell-Angast Electric Company, the Peerless Electric Company, and the C. L. Smith Electric Company. The contracts call for an 85-cent-per-hour wage rate for truck drivers employed by the companies.

Scott Goes Along

After the approval had been received, the Scott Trucking Company, which does all of the hauling work of the Westinghouse Electric and Supply Company, the General Electric Company, and the Graybar Electric Company, agreed to give similar pay increases to its drivers, Mr. Baker reported.

The Hatfield Electric Com-

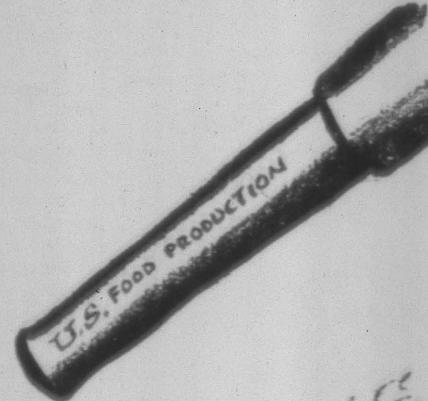
(Continued on page 3)

Hammond Laundry Drivers Are Given Pay Hikes by WLB

HAMMOND, Ind. — (Special) — Hammond laundry truck drivers who are members of Local Union No. 362 have been granted pay increases of \$2.50 a week by the War Labor Board. Frank Grunewald has announced.

A recommendation by a WLB hearing officer that coal drivers who are members of the local be provided with wage hikes of 11 cents per hour has been sent to the WLB, and final approval is expected soon, Mr. Grunewald said.

Morgan Puts Duds Into This Gun



Indiana Teamster Movement Gains In Momentum Despite War Losses

By RUSSELL T. HOUZE
Managing Editor
The Indiana Teamster

A quick look at the total number of Indiana members of the Teamsters' Union who have entered the armed forces might lead to the conclusion that the Teamster movement in Hoosierland had suffered severely during the last two years of war.

Some 6,000 Indiana Teamsters have left civilian jobs since Pearl Harbor to serve on the far-flung battlefronts. Virtually all of these men were excellent union members. They represented all of the high ideals which create strength in a labor organization.

Men Are Missed

These men are greatly missed, but the Indiana Teamster movement, nevertheless, has taken forward strides during their absence. The ones left at home have been fighting hard to keep the Indiana Teamster locals strong, so that members in the armed forces will have something worthwhile to return to.

The record speaks for itself. Two years ago the Teamster locals had a total of 24,432 dues-paying members. A year ago, losses of members to the armed forces had made an appreciable dent in the total, lowering it to 23,082. But today, despite heavy

inroads made by the armed forces during the last 12 months, the state total stands at 24,869. And the signing up of many new members is in prospect for the immediate future in several sections of the state.

Pat Hess, president of the Indiana State Drivers' Council, predicted recently that the total number of Teamster members in Indiana at the end of the war would be in excess of 30,000.

Employers Have Gained

The membership gains already made have benefitted many employers as well as the union. Because companies having contracts with the union pay higher wages and provide better working conditions than do non-union employees, it has been only natural for employees of non-union companies to leave their jobs to join the Teamsters' Union and to take higher paying jobs with employers who are friendly to the union.

Manpower difficulties of companies with union contracts have been far less severe than the difficulties of the companies without contracts. Although recent orders of the War Manpower Commission virtually have brought a halt to job shifts, many additional membership gains are in prospect for the

(Continued on page 4)

Investigation Made in Austin Plant at Night

State Health Department Orders Destruction of Contaminated Goods

AUSTIN, Ind. — (Special) — The Indiana state health department recently ordered the Morgan Packing Company to destroy 1,400 cases of catsup which were discovered by inspectors of the health department in a late-at-night visit to the company's plant here.

"Excess quantities of decomposed vegetable matter" were discovered in the catsup which was intended for sale to civilians and members of the armed forces, the inspectors said.

The inspectors, who were working under Joseph Schneider, director of the health department's division of foods and drugs, were quick to brand the catsup as below standards of pure food laws designed to protect public health.

Convicted 18 Times

It was an old story as far as Ivan C. Morgan, labor's most vicious enemy, was concerned. He had been convicted 18 times by the federal government for violations of health laws. But Ivan always has managed to escape severe punishment for his law violations. After all, he has plenty of money and lots of political influence. He is a former Republican state chairman, and at present is the 9th District Republican chairman.

Ivan didn't like the idea of losing the catsup which he had produced with the help of German prisoners of war. So he applied pressure on the state health department, asking that he not be required to destroy the catsup.

Governor Is Advised

Dr. Thurman B. Rice, state health commissioner, called the situation to the attention of Governor Henry F. Schricker who insisted that the law be impartially enforced regardless of the wealth and influence of the company.

When the smoke had cleared away, Dr. Rice announced that Ivan had agreed to destroy the 1,400 cases of catsup.

Another shameful chapter had been written in Ivan's career of repeated evasion and violation of the law.

The Indiana Teamster



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Vol. III

No. 3



We Will Win, But—

Of course we are going to win this war.

But if we don't wake up, we may have to sacrifice the lives of millions of our fighting men, go bankrupt, and starve ourselves to death in order to do it.

It is high time for Americans to realize that one of their greatest enemies is over-confidence.

Some newspapers and some radio commentators may say that the war will be over in a few weeks or a few months. Our military leaders tell us that it will take much longer; that the fight is just beginning. It will be a plenty tough job for the United Nations to knock Germany to her knees, and when that is done, we still will have the Japs to worry about.

The War Department tells us that Germany is capable of opposing any attack on a vital portion of her European defenses with at least ten times the forces defeated in Sicily, where the two best armies of the United States and Great Britain took five weeks to overcome an enemy whose air cover had been removed.

We also are told by the War Department that Germany has powerful new weapons, some of them better than any we have to put against them; that the German Luftwaffe is larger now than in 1939, despite heavy losses inflicted by Allied air power, and that Germany has more troops under arms and more workers in war industries today than when the Nazis marched into Poland four years ago.

Think it over. This is not the time for Americans to relax. We must give all of our energies to win the war effort from now on until victory is achieved. Wishful thinking is certain to multiply the costs of this war for each and every one of us.

The Right to Dissent

By RUTH TAYLOR

There is a war story going the rounds about the Cockney soldier who, when one of those annoying people who ask questions queried him as to his reasons for fighting, replied: "We're fighting the war to keep the most important right an Englishman 'as—the right to be against the government."

The right to dissent is the most important freedom guaranteed by the Bill of Rights, for upon it hang all our other freedoms. All of our rights are rights to disagree. Freedom of religion, freedom from unwarranted search and seizure, of trial by jury—what are they but freedoms to dissent from the majority opinion?

Some of the decisions of the Supreme Court which are most remembered are those dissenting opinions of the Great Dissenter, Justice Holmes, who in his non-accepting opinions represented the liberal leaven of thought of his day.

However, only as we fulfill our responsibilities do we entitle ourselves to the right to dissent. Only free men can afford to disagree, because only free men can be trusted to observe the rights of others and the formalities of orderly intercourse.

Where there is danger in dissent is when it becomes dictatorial. Hitler's Brown Shirts parading the streets of Munich, decrying everything and everyone, were unimportant and rather ridiculous until they began to turn their dissent into demands and to try to stifle that very freedom which had been their own safeguard. Dictatorial dissent is a peril to any government. Such is the dissent of a highly organized minority, of a pressure group which holds out for special privilege.

Today we fight for the right to disagree. We fight for the right of free men to be against the person or thing in which they do not believe—and to express that difference in speech and orderly action. We fight also for their right to stand by the things in which they do believe. We remember the words of Wilson: "The seed of revolution is repression."

In planning for the future to come after the war is over, let us keep this right to dissent well in mind, realizing all that it implies and remembering always that the Bill of Rights is but the amendment to the constitution of responsibilities.



Why Not Have Real Labor Unity?

By PHILIP PEARL

One of the most constructive achievements of the 63rd annual convention of the AFL is the fact that the American press and public now at last recognize and accept the true strength of the Federation.

With a total of 6,564,141 dues-paid members now in the fold, and with prospects bright for an increase to over eight million by the end of next year, there can no longer be any doubt in anyone's mind that the American Federation of Labor is veritably the "House of Labor" in America.

For a long while the CIO claimed equality of membership with the AFL and, in fact, was accorded equality of treatment in many unofficial and even official circles. That false and unfair assumption of parity can no longer be maintained or sustained.

For it is obvious now that the AFL is supreme in the field of organized labor in this country; that the CIO has taken a back seat; that the time is not far off when many of the constituent unions of the CIO may knock on our door for admission.

The Way to Unity

There, it seems to us, lies the best opportunity of a decade for real labor unity in America. The method of direct negotiation with the CIO has failed and there appears to be little hope of success in the near future. The weakness of the CIO and the fact that it is split by rivalry and ill-feeling between its Communist-controlled and anti-Communist affiliates constitute serious obstacles to labor peace—obstacles from the CIO point of view. They know their bargaining position is at a low point.

Yet these very conditions should, in our opinion, serve to encourage some of the better-constituted and progressive CIO unions to seek a separate peace with the AFL through the medium of affiliation.

No one wants to be on the losing side. And the plain fact is that the CIO, which was formed to destroy the AFL and replace it as the dominant labor organization in America, has lost that fight and lost it gloriously.

Besides, there are other large union organizations, not now affiliated with either the AFL or the CIO, which now actively seek to come back into the American Federation of Labor.

Chief among these are the United Mine Workers of America and the International Typographical Union. The chances are that both of these organizations will become affiliated with the AFL before another year has passed. This will establish an irresistible trend toward real labor unity that will not be denied.

The Need for Unity

For the members of organized labor, as well as its leaders, realize now more keenly than ever before that a united labor movement is indispensable to the immediate welfare and future security of the workers of our country.

Never before since organized labor established itself firmly in the institutional life of the nation has the trade union movement taken a more terrible beating in the press, on the radio and in public opinion than in the past two years. Never before have the economic, social and political interests of the workers been threatened so seriously by federal and state anti-labor legislation.

And this, of course, may be only the beginning. The dangers are bound to increase if the end of the war brings about a post-war depression. No union will be safe in a time like that unless all are united in a single, powerful Federation which can present a united and invincible front against labor's enemies.

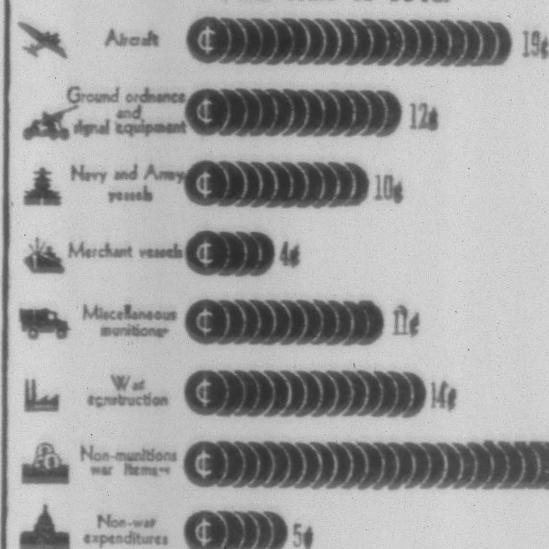
Let labor take heed and let it be forearmed for the emergency.

The 63rd annual convention of the AFL, just ended, showed the way. The Federation, stronger than at any previous time in history, opened its arms and invited all union organizations to come back home. There is no time to be lost. The devil may take the hindmost.

YOUR TAX- AND BOND-DOLLAR

HOW THE GOVERNMENT SPENDS IT

First Half of 1943



* Automotive vehicles and equipment, clothing and personal equipment and other expenses

** Pay, subsistence, travel for armed forces and civilian agricultural commodities for export and miscellaneous expenses

BERKELEY ORR
My commission expires June 21, 1943.

Subsidies on Food---A Dinner-Table Issue

President Roosevelt devoted his longest message to Congress—some 10,000 words—to food subsidies and related questions. That wasn't over-emphasis. Question of food subsidies isn't something that affects only the grain and livestock markets of Chicago. It affects the price of the food on your dinner table. It affects your wages. It affects the war, because lack of food subsidies means rising prices and unrest. It is vitally necessary for pressure groups in Congress to forget their selfish interests and get behind the President's food-subsidies program and his fight against inflation.

The subsidies used, as the President pointed out, cannot properly be called producers' subsidies or consumer subsidies. "They are," he said, "war subsidies. The costs which they cover are war costs." It has been argued that it doesn't make any difference whether these increased war costs are paid directly by the consumer or indirectly through government subsidies. It does make a difference—and a big difference. The difference lies in pyramiding.

Suppose, for instance, increasing war costs make it necessary to pay the farmer 10 cents more for a bushel of corn. That's the end of that if the increase is paid directly to the farmer by the government. But suppose, instead, the farmer is allowed a price increase of 10 cents a bushel. That's only the beginning. Ten cents more a bushel for corn means that the hog raiser will have to charge more to the packer, the packer more to the wholesaler, the wholesaler more to the retailer, the retailer more to the housewife—with the price pyramiding along the way as normal profits are added on. That's the reason, as the President said in his message, that only \$800,000,000 spent for subsidies this year saved the government and consumers billions of dollars.

Farmers are now better off, the President said, than for any comparable recorded period, including the so-called "golden age" of agriculture in 1910-14, used as a yardstick to measure parity prices. The increase in average income per farmer over this base was 38 per cent greater in 1942 than the increase in the average income of any other group in the country. In 1943 it will be 50 per cent greater. Labor will be unable to make good on its no-strike pledge if workers' families go hungry because of skyrocketing food prices. Food subsidies are the best and only answer. Congress should adopt the President's program without quibbling.

ANGEL IS CHOSEN TO ASSIST IN WAC RECRUITING CAMPAIGN

EVANSVILLE, Ind.—(Special)—M. J. Angel, secretary-treasurer of Evansville Local Union No. 215, has been appointed by Mayor Manson L. Reichert of Evansville as a member of a local promotion committee for the nation-wide Women's Army Corps recruiting campaign.

WLB APPROVES INCREASE

An increase of \$5 in the guaranteed weekly wage of union dye house drivers, represented by Local 712, International Brotherhood of Teamsters, of Chicago, has been approved by the Regional War Labor Board. An increase of 1 per cent in the drivers' commissions was also sanctioned.

WHAT YOUR \$100 BOND WILL BUY (ONE \$100 BOND COSTS \$75)

1	\$100 BOND	=	1	GARAND RIFLE
1	\$100 BOND	=	2	NAVY FRAGMENTATION BOMBS
1	\$100 BOND	=	26	LIFE PRESERVERS
20	\$100 BONDS	=	1	RUBBER COLLAPSIBLE BOAT
45	\$100 BONDS	=	1	ANTI-TANK GUN
1200	\$100 BONDS	=	1	LIGHT TANK (INCL. ARMAMENT)
2,000	\$100 BONDS	=	1	ARMY FIGHTER PLANE
6,000	\$100 BONDS	=	1	FLYING FORTRESS
93,300	\$100 BONDS	=	1	SUB-MARINE
1,130,000	\$100 BONDS	=	1	55,000 TON BATTLESHIP

UNFAIR

Omar Baking Company Sales Drivers Are Unfair to Teamsters' Union Local No. 188

DO NOT PATRONIZE

TEAMSTER TIPS FROM 364

By GEORGE B. CAMPBELL

Among the hardest workers in the recent scrap metal collection drive in South Bend were the twin sons of Hank Gushwa, of Ries' Furniture Company. Your correspondent watched Hank and his pair of up-and-coming Teamsters as they nearly moved an entire house off a lot on South Main street.

Members of Local No. 364 who do not have a regular place to purchase gas and oil or to get their cars tuned up will be interested in knowing that George O'Brien, former freight agent for the local, now is operating a Pensinger Service Station at East Jefferson and Hill streets. George and his son, Butch, who also belongs to Local No. 364, will give special attention and service to all Teamsters, so give George a trial the next time you are in the neighborhood of the station.

Another filling station operator who merits your patronage is Brother J. Claire Geist, whose station is at 1312 Lincoln Way West. He formerly was one of the stewards at the South Bend Sand and Gravel Company.

Buck Snyder, of Goshen, Elkhart and vicinity, reports everything is going along O.K. in his territory and that he has been receiving a lot of mail from former members of the Junior Teamsters' Softball League who are scattered all over the world in the armed services.

Agent William Hansen reports that all of the bread men are happy about their recent wage award. The bread companies and their drivers really turned in a nice job during the scrap drive.

Agents Jack Cogswell and Leo Bauer are working day and night in the freight division, and woe it is for the out-of-the-city driver who has neither a union book nor a paid-up highway assessment card.

THE BEST BUY IS A WAR BOND.

ELECTRIC DRIVERS OF LOCAL NO. 716 GET WAGE BOOSTS

(Continued from page 1)

pany previously had been paying its drivers the 85-cent-per-hour rate and therefore was not affected by the WLB ruling.

Albert Tyree, president of Local No. 716, has announced the following meeting schedule for the local for the fall and winter months:

Construction Workers—Regular meetings at 7:30 p.m. on the second Wednesday of each month.

Ice and Coal Drivers—Regular meetings at 7:30 p.m. on the fourth Wednesday of each month.

Gravel Workers—Regular meetings at 7:30 p.m. on the fourth Thursday of each month.

Another date will be selected for this month's meeting of the gravel workers because the fourth Thursday is Thanksgiving Day.

The enemy still has a dangerous weapon in sabotage that may be used at any time in our country. Its agents are here, they have the opportunity and they may use it.

Letters from Fighting Teamsters Express Hope of Speedy Victory

64TH AFL CONVENTION TO MEET IN NEW ORLEANS

BOSTON—The 64th annual convention of the American Federation of Labor will open in New Orleans on November 20, 1944. This was decided by the overwhelming vote of the delegates at the convention just ended here.

The determination of America's fighting men to win the war as quickly as possible is reflected in letters received recently from members of Indianapolis Local Union No. 193 who were employed by the Aero Mayflower Transit Company before they entered the armed forces.

Here are excerpts from some of the letters:

From Sergeant Walter E. Robbins, serving with a fighter control squadron in the European war theater—"I know some of you fellows will be surprised to know that I have turned into a cook. We are eating much better here in Sicily than we did in North Africa, and who can tell, we may have good grub by the time we reach Berlin. As for you boys back there in the states, be satisfied, as this over here isn't all that it cracked up to be. Hope we can get this over soon and be back as one happy gang again."

From Sergeant Ronald E. Mills, serving in the Southwest Pacific—"It is beyond my vocabulary to describe my appreciation of letters received from home. May God bless you all."

From Sergeant Clarence C. Branaman of Moses Lake, Wash.—"I have been in nine different camps already and expect to move again soon. I'm working on the armament of the well-known Flying Fortress. Sure hope you have all of the luck in the world and the best of driving conditions. Keep 'em rolling and I'll do my best to help keep 'em flying. Hope to see you all along the highways soon."

KID SALVAGE



Drewrys Diary

By Al Lindahl

- Oct. 6—Greeting from all the brothers and sisters at Drewry's, Ltd.
- " 7—Virginia Nelson will never know where it all happens at.
- " 8—Joe Takacs should know by now that a keg does leave an impression, especially on a toe.
- " 9—"Red" Marley did admit that he did nothing "on this date."
- " 10—Plans made for the smoker on November 4th—and, for the wives, this is strictly STAG.
- " 11—Violet Airgood did get a 400 count at the Bowl-Mor.
- " 12—The gang at the bottle shop would like to know why Charlie Lawson always wins.
- " 13—Bill Reland and Eddie "Kaz" have quite a time in their shipping dock office in comparative competition.
- " 14—Stanley Robakowski is sure taking on a like appearance of "Dutch" Kesting, our old coil man.
- " 15—"Bill" Raith is doing his fall housecleaning.
- " 16—Quite a few of the brothers are all set for the scrap drive tomorrow, and the Teamsters can only be proud of this gang out at Drewry's.
- " 17—The scrap drive in this city was a huge success, and all the thanks to our local president, Walter Biggs, who so ably handles all the details on the truck and loading situation. So, keep it up, Walt.
- " 18—One thing that will scare you each and every morning is "Slim" from the Berrien Beverage Company at Niles, Michigan. If he wasn't here each a.m., the brewery would not run.
- " 19—Bruno Balestri "stepped" on a cock pheasant while walking his dogs???
- " 20—Tom Hedrick might some day win one of those pools.
- " 21—if Nino and Red don't quit their argument, I will have to stop this page on the moment.
- " 22—Jack Mossman and his crew of Deadend Kids are doing all right out at the Army Air Force Depot.
- " 23—Eddie Roytek has all his fall cleaning done on his vacation.
- " 24—"Ram" Cobelt claims that he did not get a new roof, so he should after the stag.
- " 25—"Bill" Cleary is now hidden down in the basement, so I can't get any news on his behavior.
- " 26—"Bill" Tidwell claims that he was not at the state line on this night. If you don't think so, Bill, ask Bob Singleton, Ray Dooley, Ray Walters and Francis Weber.
- " 27—Maybe Mr. C. A. Budd should come to our smokers for his entertainment???
- " 28—Joe Benko, Ray Newland and Bill, from the cellars, are in the capital city for Uncle Sam's exam.
- " 29—if "Lorry" Macht would keep that wood butcher Stanley "Big Feet" on overtime, I would not see him in "Goldie's."
- " 30—Charles "Goshen" McQuait should come over some time when Harold "Angola" Martin and Roy "Rochester" Foltz are in town again.
- " 31—We sure ended this month in a blaze of "Drewry's Extra Dry."
- Nov. 1—Will have to change shifts with Joe Takacs for tomorrow, so should keep on the weather.
- " 2—Who do you suppose got together for a blood test this a.m.? None other than Arnold Caitham, Iggy Strantz, Jack Higley, Al Johnson, Al Switalski, Elmer Wild, Carl Butjas and yours truly.
- " 3—Ruth Fetters is now going to make the armed services throughout the South happy as of November 5th at 7:30 a.m.
- " 4—The big day of the smoker, so I should hold this up till tomorrow, but Virginia will not listen.

Today is Bond Day at Drewry's, so if all the brothers and "auxiliary" will double their quota for the coming month, we might get to see some of the brothers come home for the holidays.

The best buy is a War Bond. They still lay you four to three.

Sergeant Jacob M. Kesler, Local 193 Member, Is Killed in Action

Technical Sergeant Jacob M. Kesler, 36, a member of Indianapolis Local Union No. 193, was killed in action while serving with the Army Air Forces in the South Pacific, August 31, his sister, Mrs. Lynn Clark of Indianapolis, has been advised by the War Department.

Sergeant Kesler, who was a flight engineer, previously had been listed as missing in action. In one of his last letters he wrote his sister, he said he was stationed in New Guinea. He entered the Army Air Forces in June, 1942, and was sent overseas last June.

A native of Indianapolis, Sergeant Kesler received his early education in Brown County. He was a graduate of Helmsburg High School. Prior to entering the Army Air Forces, he was employed by the Mayflower Transit Company for 10 years.

Survivors, besides Mrs. Clark, are his father, Frank G. Kesler of Indianapolis; two brothers, John W. Kesler and George F. Kesler, both of Indianapolis, and two sisters, Mrs. Anna Sumner and Mrs. Emma Pierce, both of Indianapolis.

HERE'S THE LATEST FROM TERRE HAUTE LOCAL NO. 144

By NORMAN C. MURRIN

We have received letters from the following fellows who are serving in the armed forces: Weed Matherly and Corporal George Coffenberry, whose addresses appeared in last month's issue of The Indiana Teamster; Private Cassius Morgan, A. S. N. 35730403, Co. B, 36th Sig. Const. Bat., Camp Crowder, Mo., who is in the camp hospital and would appreciate hearing from any of the boys back home; Corporal R. H. Russell 35568737, 90th Cav. Reg. Sq. (Mech.), Med. Det. APO No. 280, Camp Gordon, Ga., who drives a half-track ambulance which weighs around 9½ tons and, according to Corporal Russell, "it really takes a truck driver to master a buggy like that."

When the figures are totaled, it is expected that the members of organized labor in Terre Haute will have played an important part in putting over the Community Chest drive. Rest assured that the Teamsters are doing their share.

A move to extend the boundaries of Terre Haute is under consideration by the city council. It is the opinion of the majority of the members of organized labor and of a large percentage of the city's industries that the plans, if carried out, will be for the best interest of the city. Plans for the extension of sewers and the modernization of railroad crossings also are in the offing.

An arbitrator has been requested by the employers and the union to settle disputes over features of the proposed bakery agreement. The proposed changes were requested by the members to obtain uniformity and for the betterment of all members in the group. An arbitrator, we hope, will be helpful in bringing the employers and the union closer together so that this agreement may be signed and sent to the War Labor Board for approval. Bakery drivers are to be complimented for proposed changes which they suggested.

We are getting a little tired of waiting on the WLB to render a decision on our appeals case. However, we know of other cases which have been before the board for as long as six or seven months with-

DRIVERS' COUNCIL WILL MEET AT 10 A. M. ON NOV. 19

The next regular meeting of the Indiana State Drivers' Council will be held at 10 a.m., Friday, November 19, in the Claypool Hotel, Indianapolis. Pat Hess of Fort Wayne, president of the council, has announced.

Ordinarily, the meetings of the council begin in the afternoon, but the earlier starting time was decided upon for this month because of a desire of the members to hold separate sessions to discuss the different industries which have contracts with the Teamsters' Union, Mr. Hess said.

Hoosier Teamster Movement Gaining Despite the War

(Continued from page 1)

Teamsters' Union through the organization of employees of non-union companies.

Strength instead of weakness has come to the Teamsters' Union through its temporary losses of members to the armed forces. The contribution of fighting men, one of many which the union is making to assist in the prosecution of the war, is turning out to be a powerful shot in the arm for the progressive Teamsters of Indiana.

out any action being taken. Nobody knows why.

Tribune-Star drivers were advised by the company that if their request to the WLB for an increase were turned over to the Newspaper Panel, a quick decision would be reached. This certainly has not held true. Nothing has been heard on the case as yet, and it is about three months old.

The state of Illinois has approved a wage bracket submitted by Local No. 144, covering work on route 1, south from Robinson, Ill. The state department also gave its approval, with the smallest amount of argument, and we appreciate the attitude shown by the state officials towards organized labor.

The transport drivers' contract now is being negotiated. The employers have agreed to an increase of four cents per hour, the amount being slightly in excess of the limit for this group under the Little Steel formula. The transport haulers, from our experience, know what is fair, and they are not requesting anything that is unfair. We have not reached an agreement with the company in regard to working conditions, hours of work, etc., but are hoping to reach an agreement satisfactory to both the employers and the Teamsters before the next issue of The Indiana Teamster goes to press.

The city freight agreement has expired, and we hope to bring negotiations for a new contract to a successful conclusion before November 15. The agreement will be submitted to the WLB for (we hope) a quick decision.

We have two new truck route signs in Terre Haute—one at 25th and Wabash, and another at 3rd and Wabash. All through truck drivers should read and heed these signs.

We're going to have to write a contract and insert a clause that will cover Brothers Murrin and Reynolds on the night shift. Recent contract negotiations have lasted until the wee hours of the morning.

BUY MORE AND MORE WAR BONDS.

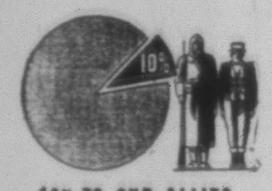
WHERE OUR FOOD GOES



75% TO CIVILIANS



13% TO OUR ARMED FORCES



10% TO OUR ALLIES



2% TO TERRITORIES & NEIGHBORS

BIRDSONG IS SPEAKER IN WAR CHEST DRIVE

EVANSVILLE, Ind.—(Special)—Clyde B. Birdsong, secretary-treasurer of the Indiana State Drivers' Council and president of Evansville Local Union No. 215, served as a member of the Speakers' Bureau for the Community War Chest drive which was conducted here last month.

Mr. Birdsong gave talks before labor organizations and other groups. He also was a member of the AFL labor-management committee for the campaign.

WAGE INCREASE IS WON

Teamsters Joint Council No. 60 of Appleton, Wis., has won a wage increase of six cents an hour for workers employed by fruit and produce houses in the Fox River Valley and Lake Shore area of Wisconsin. Cities in the region include Sheboygan, Oshkosh, Green Bay, Two Rivers, Appleton and Fond du Lac.

WLB AUTHORIZES BUILDING OF 47,919 TRUCKS IN 1944

WASHINGTON—The War Production Board has announced approval of a program which will permit production in the first half of 1944 of 47,919 units of trucking equipment.

This is slightly less than 50 per cent of 97,125 vehicles which the Office of Defense Transportation, as claimant agency, called upon the WPB in late July to permit for manufacture in all of 1944. It is in the neighborhood of 40 per cent of the number of powered units projected by the ODT for all of 1944 and amounts to roughly 80 per cent of an ODT-proposed trailer output.

TEAMSTERS ADD VIGOR TO SCRAP DRIVES UPSTATE

(Continued from page 1) ster scrap collectors. It was a highly successful undertaking, and leaders of the drive were quick to commend the Teamsters for their achievement.

About a year ago, similar scrap collections were conducted in both LaPorte and South Bend, with the Teamsters doing themselves proud. The progressive Teamsters' Union has won the admiration of the two cities.

Another contribution by Local No. 364 to the war effort was made on October 31 when Teamsters working under the direction of Mr. Biggs, and using trucks provided by the Garnitz Furniture Company, the Robertson Brothers Department Store, and the Hayes Freight Lines, moved large quantities of clothing for Russian war relief to a railroad boxcar in the Pennsylvania Railroad yards.

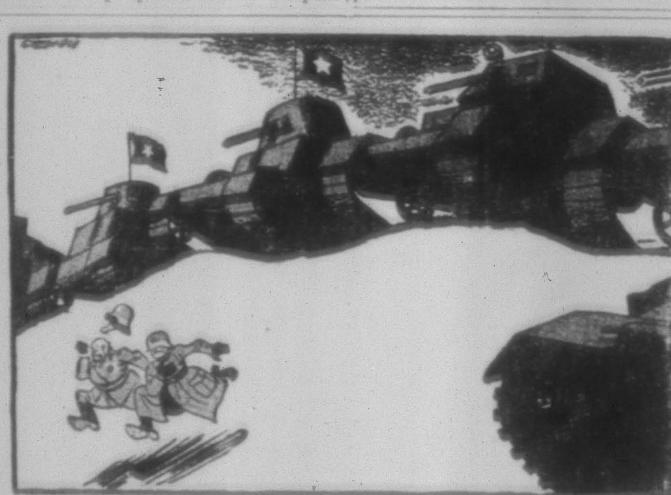
SHIP BUILT BY AFL MEN PRESENTED TO CHINESE

RICHMOND, Calif.—The United States has transferred to the Chinese government a Liberty ship built here at the Permanente Metals Corp. yard by AFL workers. The ship, named for Generalissimo Chiang Kai-shek, was presented to Chinese representatives by Edward R. Stettinius, Jr., Lend-Lease Administrator. It will enter the trans-Pacific trade as a training vessel for merchant seamen.



No Advertising!

You will notice that no advertising appears in these columns. That is no accident. The Indiana Teamster does not accept advertising of any description. We believe that it is the duty of a Labor newspaper to print the news and views of Organized Labor, and not those of the advertisers. Paid advertising usually hampers the editorial freedom of a newspaper. It has long been a policy of the International Brotherhood of Teamsters to avoid advertising in its official publications. We subscribe to that policy. We represent the Indiana Teamsters, and none else!



In the Know With Kokomo

By O. B. CHAMBERS

LOCAL NO. 759 MEETS AT 8 P. M. ON THE FIRST SATURDAY OF EACH MONTH IN THE LABOR TEMPLE, 512 EAST SYCAMORE STREET, KOKOMO, IND.

The honor roll of Local No. 759 is still increasing. Eugene Stevenson has entered the Navy and Harold Welcher has entered the Army. Several of the boys who reported for induction recently were turned down.

Norman Piper and Gilbert Messersmith, formerly drivers for the Hayes Freight Lines, stopped in to see us recently while on furloughs. Another visitor was Clyde V. Heaton, who was leaving for parts unknown.

We are very sorry to report the death of William Wright, who worked for the E. R. Small Company. He died of a heart attack. Our sympathy goes out to his family.

The pressure must have been too great. Bob Doak of Kokomo Ready Mix was wearing a big white duster and glasses when the big open job he was driving crashed through a bridge. Bob thought he was in a submarine.

The blow of matrimony has hit some of the people in our district. Everett Conwell of the Conwell Sand and Gravel has taken a new bride, and Basil Scagnoli of the Scagnoli Sand and Gravel has finally gotten married. It looks as though the boys in the gravel business are doing all right.

The people at the Armour Creameries have certainly been very patient, and we can still assure them that we are working as hard as we can to bring about the final O.K. by the War Labor Board of their contract.

The boys in the coal yards and the drivers, after many delays, have finally received approval of their contract from the War Labor Board. The contract calls for a 7½-cent increase and time and one-half for overtime. The pay jump is retroactive to January 1, 1943. Merry Christmas to these people.

We have resurrected our city freight contract which had been lost since January 15, 1943, and hope to have some news from it in the very near future. We are working on the General Tire Company of Wabash, Ind., and are trying to bring the dock men and truck drivers into our organization. At present there is a Federal Labor A. F. of L. Union charter in the plant.

The contract at the Victory Ordnance plant has been agreed upon with the exception of wage provisions, which have been referred to the dispute section of the War Labor Board. We hope to get an answer on the wages in the near future.

Local No. 759 again has been asked to help in a salvage drive in Kokomo. We are making arrangements to help pick up all of the scrap on Sunday, November 14. Our members always are glad to help out in such undertakings.

We have received a letter from Bud Gaines, who is in the army and who is greatly concerned about his withdrawal card, and is making sure that it is renewed. On the basis of letters we received from the boys in service, we feel that a lot of this talk about soldiers having enmity towards organized labor is hokey. All of our boys are interested in maintaining their cards so that when they return home they can take up where they left off. We feel that the least any individual can do is to back the boys on the fighting fronts by buying war bonds.

We hope that Lonnie Tritt, of the Courier-Express, of Logansport, soon will be back on the job. He has been off with a smashed foot.

BUY BONDS TO BOMB TOKYO.